

Whitney Lipscomb

From: Peter Barnes <PBarnes@afpm.org>
Sent: Wednesday, October 24, 2018 9:11 AM
To: Whitney Lipscomb; Joey Songy
Cc: Katherine Kline
Subject: Jt. Letter from Governors regarding revising Corporate Average Fuel Economy standards
Attachments: CAFE Standards Letter_DRAFT (1).PDF

Whitney, Joey, and Katherine –

I hope you are doing well.

I wanted to reach out regarding Corporate Average Fuel Economy (CAFE).

Gov. Greg Abbott of Texas is leading a joint letter (attached) from Governors supporting the proposed revision to federal Corporate Average Fuel Economy standards.

Brian Sanderson, the Policy Director with the RGA, has been circulating the letter as well as informational materials to Governors across the country for review.

I wanted to reach out to offer to answer any questions and ask for Governor Bryant to consider joining the attached letter. You can affirm participation to Brian via email at bsanderson@rgppc.org.

Please do not hesitate to reach out if I can answer any questions. Thank you for your consideration.

Best,

Peter

Peter Barnes
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October XX, 2018

The Honorable Elaine L. Chao
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

The Honorable Andrew Wheeler
Acting Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

Dear Madam Secretary and Acting Administrator Wheeler:

We write to express our united support for the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule proposed by the National Highway Traffic Safety Administration and the Environmental Protection Agency, reforming the current Corporate Average Fuel Economy (CAFE) standards.¹

Our states have demonstrated that environmental preservation and free enterprise are compatible and necessarily linked. Indeed, free markets naturally reward producers for developing effective, desirable environmental innovations to meet consumer demand. Government undermines both goals when it enacts policies that pit environmental preservation against free enterprise, hindering free markets, propping-up inferior solutions, and ultimately reducing prosperity.

The CAFE standards enacted by the previous administration are a prime example of such a misguided policy. The standards create unrealistic fuel economy requirements that President Trump has accurately characterized as “industry-killing regulations.”

The SAFE Vehicles Rule provides realistic fuel economy goals that will conserve energy and further protect the environment without stifling the market economy or forcing consumers’ hands. Moreover, by establishing a nationwide, realistic fuel economy standard, the SAFE Vehicles Rule will make cars more affordable. No longer will manufacturers be required to spend billions of dollars to meet onerous and unnecessary emissions standards imposed by only one of the fifty states. Nor will manufacturers be forced to jump through duplicative regulatory hoops just to bring their cars to market. These savings will be passed on to consumers, allowing more Americans to buy new cars and to reap the benefits of the improved energy and safety features.

Although our states differ in many ways, all of our citizens benefit from free-market policies that increase prosperity. We thus write jointly to express our strong support for the proposed SAFE

¹ The proposed rule is entitled “The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule)” and was published in the Federal Register on August 24, 2018 at 83 FR 42817 and 83 FR 42986.

Vehicles Rule, and to urge the National Highway Traffic Safety Administration and the Environmental Protection Agency to adopt this rule and reform the CAFE standards.

Sincerely,